Olympic Coast National Marine Sanctuary's Advisory Council
Spill Prevention, Preparedness, Response and Restoration Work Group

Spills-related Strategies and Activities from Other National Marine Sanctuaries

Gulf of Farallones National Marine Sanctuary

STRATEGY VS-1: *Expand Monterey Bay National Marine Sanctuary (MBNMS) drift analysis model to include Point Arena and Mendocino.*

Activity 1.1 Expand MBNMS drift analysis model north to Point Arena/Mendocino using existing data. The current model of vessel drift rates and tug response times only extends as far north as San Francisco Bay. Seasonal variability and coverage north to Mendocino is necessary to protect GFNMS.

STRATEGY VS-2: *Refine oceanographic data used in existing spill and drift model to increase accuracy of risk assessments.*

Activity 2.1 Revise existing oceanographic circulation model to reflect the unique fine-scale features of the Gulf of the Farallones. There are currently three models of the GFNMS region, however, none of them capture the fine-scale oceanographic processes.

STRATEGY VS-3: *Evaluate vessel activities in GFNMS as a first step to assessing the risk of spills in the sanctuary.*

Activity 3.1 Profile vessel activities within the Gulf of the Farallones.

Activity 3.2 Based on existing vessel traffic and risk assessment reports, determine potential risks to GFNMS and develop report.

STRATEGY VS-4: *Evaluate recent vessel routing changes related to MBNMS vessel traffic study.*

Activity 4.1 Evaluate how the vessel routing adjustments have affected GFNMS, what lessons have been learned, and what improvements could be made.

STRATEGY VS-5: *Track distribution and numbers of species of concern and habitats in relation to probable spill trajectories.*

Activity 5.1 Refine resources-at-risk model analysis for Gulf of the Farallones. The resources-at-risk model tracks the distribution and numbers of sensitive species and habitats in relation to probable spill trajectories.

Activity 5.2 Modify the Sanctuary Ecosystem Assessment Surveys (SEA Surveys) and develop additional research components as necessary to build a baseline characterization and to monitor sanctuary habitats and physical and biological characteristics. This information will also be used for natural resource damage assessment and restoration of pelagic species, including trophic levels, spill response and the use (applicability) of dispersants and in-situ burning.

STRATEGY VS-6: *Participate in Area Contingency Planning to address risks to sanctuary resources.*

Activity 6.1 Review Regional Response Plan (RRP) and Area Contingency Plan (ACP), including location of Oil Spill Response Organization (OSRO) pre-positioned response equipment.

STRATEGY VS-7: *Revise GFNMS in-house emergency response plan.*

Activity 7.1 Revise tasks and responsibilities for GFNMS in the event of a vessel spill in the sanctuary (also see Administration recommendations).

STRATEGY VS-8: *Continue to improve integration of GFNMS Beach Watch and SEA Survey data into Area Contingency Plan.*

Activity 8.1 Enhance Integration of Beach Watch and SEA Survey data into the ACP. The ACP is currently based on five- to ten- year-old data. Regularly integrate Beach Watch results to strengthen the ACP and allow for more accurate decision making by incident command.

STRATEGY VS-9: *Conduct outreach to mariners to increase stewardship of the sanctuary, including voluntary compliance with Vessel Traffic System (VTS) and sanctuary regulations.*

Activity 9.1 Develop outreach plan based on results of vessel activities profile, risk assessment, and resources-at-risk assessment (see STRATEGIES VS-3, VS-4, and VS-6) to increase voluntary compliance with VTS and sanctuary regulations (container ships, bulk carriers, chemical carriers, military vessels, research vessels, cruise ships, and tugs).

Activity 9.2 Provide information about the sanctuary to maritime industry, fishing and recreational boating communities. Mariners may not be familiar with the attributes of GFNMS and providing mariners with information on the sanctuary will allow them to be informed and make good decisions, increasing compliance with sanctuary regulations and ultimately reducing impacts to sanctuary resources.

STRATEGY VS-10: Increase regular communication between GFNMS and maritime trade industry.

Activity 10.1 Recruit maritime trade industry member for GFNMS Sanctuary Advisory Council. The maritime trade council member would represent the industry's interest at the sanctuary advisory council meetings and report sanctuary activities to the industry.

STRATEGY VS-11: *Select a sanctuary representative to participate in regional forums for addressing vessel traffic issues.*

Activity 11.1 A sanctuary representative will attend regional meetings, including the area committee meetings, harbor safety meetings, and ad hoc panels. Sanctuary participation will include, but not be limited to:

A. Provide information for the geographic response plans.
B. Participate in discussion on use of dispersants.
C. Develop a strategy diagram for all sensitive areas as a part of SHIELDS and regional monitoring programs such as SEA Surveys.

STRATEGY VS-12: *Create a standing vessel spills working group to advise the sanctuary on implementation of proposed action plans.*

Activity 12.1 Create a vessel spills working group of the sanctuary advisory council.

<u>Papah_naumoku_kea Marine National Monument</u>

Strategy MTA-1: *Increase awareness of navigational hazards and ecological sensitivity of the Monument.*

Activity MTA-1.1: Coordinate implementation of domestic and international shipping designations with appropriate entities.

Activity MTA-1.2: Develop boundary and zoning informational tools.

Activity MTA-1.3: Provide necessary updates to nautical charts and the Notice to Mariners.

Strategy MTA-2: *Conduct studies to identify potential aircraft and vessel hazards and adopt measures to prevent adverse impacts.*

Activity MTA-2.1: Conduct studies on potential aircraft and vessel hazards and impacts.

Activity MTA-2.2: Develop protocols and practices as needed and integrate with existing protocols for safe aircraft and vessel operations.

Activity MTA-2.3: Improve existing pre-access information for inclusion on the Monument website and in permit application instructions.

Activity MTA-2.4: Conduct activities to improve energy and water conservation measures on all vessels operating in the Monument.

Strategy ERDA-1: *Create a Monument Emergency Response and Assessment Team within 1 year.*

Activity ERDA-1.1: Create a Monument Emergency Response and Assessment Team for ICS responses.

Activity ERDA-1.2: Acquire and maintain training and certification to complement and support the Regional Response Team.

Activity ERDA-1.3: Participate in emergency response and preparedness drills and meetings throughout the life of the plan.

Activity ERDA-1.4: Participate in damage assessment programs and training throughout the life of the plan.

Strategy ERDA-2: *Assess response needs for non-Incident Command System emergencies within 2 years.*

Activity ERDA-2.1: In the second year, determine the non-ICS emergencies and the necessary type and scope of responses.

Activity ERDA-2.2: Designate appropriate Monument personnel for each non-ICS response team.

Activity ERDA-2.3: Throughout the life of this plan, ensure that appointed personnel acquire and maintain training and certifications.

Strategy ERDA-3: *Update and create, as necessary, Monument resource protection plans and protocols within 3 years.*

Activity ERDA-3.1: Update and improve upon the Area Contingency Plan and the Environmental Sensitivity Indices.

Activity ERDA-3.2: Within 3 years, create damage assessment criteria and protocols.

<u>Channel Islands National Marine Sanctuary</u>

Conservation Science
Strategy CS.8 – *Automated Identification System (AIS) Vessel Tracking*

Activity CS-8.1 Work with Partners to Install an AIS Transceiver Station on the Northern Channel Islands.

Activity CS-8.2 Work with Partners to Create an Internet Access Point for CINMS to View Realtime AIS Data and to Download Archival Data Based on Specific Information Needs.

Activity CS-8.3 Download and Analyze AIS Data to Address Research, Monitoring and Management Needs, as Described Above.

Activity CS-8.4 Work with Scripps Institute of Oceanography to House an AIS Receiver Used to Collect Data on Vessel Traffic as Part of an Ongoing Study of Anthropogenic Noise in the Marine Environment and the Effects on Marine Mammals.

Emergency Response and Enforcement
Strategy EE.1 – *Emergency Response Planning & Implementation*

Activity EE-1.1 Identify Specific Emergency Response Duties for CINMS Staff. Staff are trained in the Incident Command System, the area contingency plan, emergency response duties, emergency response drills and resource damage assessment skills. Training is ongoing, with regular updates and refresher courses.

Activity EE-1.2 Implement SHIELDS and RUST. CINMS staff will continue to work with NMSP headquarters on implementing and improving the various aspects of both the SHIELDS and RUST initiatives. CINMS staff has received training on both of these emergency response tools and will receive additional training as it is made available.

Activity EE-1.3 Train Additional Emergency Response Volunteers. Volunteers will be provided training on hazardous waste operations and emergency response (HAZWOPR) procedures, as well as shoreline cleanup and assessment techniques, to be readied for service by the end of year three. In the event of a spill or other resource emergency, these volunteers would be located at affected coastal and island shorelines to inventory impacts on living marine resources and habitats during and after an incident.

Activity EE-1.4 Develop an Emergency Response Manual. CINMS will develop a manual containing a site safety plan checklist, responsibilities of CINMS staff, command, operations, planning, logistics and a glossary of terms.

Activity EE-1.5 Develop a Modeling Program as Part of SAMSAP to Assist in Emergency Response and Assessment. Using Global Positioning Satellite (GPS), modified survey software and Geographical Information System (GIS), CINMS can now plot a spill's perimeter and endangered resources and transmit findings and produce color maps and GIS data output immediately after landing. CINMS is currently updating the SAMSAP software to include modules specific to emergency response use. The next phase of this program includes the acquisition of additional data to input into a model for real-time analysis for increased accuracy of trajectory models. In addition, CINMS would like to make these capabilities available for vessel use.